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HISTORY OF PORTLAND, OREGON

Compiled by Workers of the Writers' Program. *Oregon.*
of the Work Projects Administration
in the State of Oregon

FEDERAL WORKS AGENCY

John M. Carmody, Administrator

WORK PROJECTS ADMINISTRATION

Howard O. Hunter, Commissioner

Florence Kerr, Assistant Commissioner

E. J. Griffith, State Administrator

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PORTLAND FIRSTS

- 1806 Captain William Clark and party of the Lewis and Clark Expedition first white men known to have visited the site of Portland.
- 1829 First furrow plowed in Portland earth by Etienne Lucier on what is now the Irving Tract on the east side.
- 1840 Captain John H. Couch in 1840 first noted the desirability of the site of Portland as a seaport. He said: "To this point I can bring any ship that can get into the mouth of the Great Columbia River."
- 1841 First seagoing vessel, Star of Oregon, built by Joseph Gale and associates, launched at Swan Island, May 19th.
- 1842 First land claimed in city (South Portland) by William Johnson, who built thereon first building, a log cabin.
- 1844 First idea for town came to Amos L. Lovejoy, who, with Francis W. Pettygrove cleared and platted the first few blocks.
- 1845 First store opened by F. W. Pettygrove at Front and Washington St. First white woman was wife of George Bell who was in charge of Pettygrove's store.
- First ferry across Willamette began operation (one canoe).
- 1846 First wharf built by John Waymire at foot of Washington St.
- First express business started by Waymire to transfer goods from wharf to warehouse and from warehouse to small boats for shipment to Oregon City; used oxen he brought across plains.
- First hotel opened by Waymire in his double log-cabin where he offered meals and "a place to spread blankets."
- First sawmill (a whipsaw operated by two men) started by Waymire.
- First tannery conducted by Daniel H. Lownsdale where Multnomah Stadium is now situated.
- First blacksmith shop opened by James Terwilliger at First and Morrison Sts.
- 1847 First frame house built by Captain Nathaniel Crosby of lumber from Maine brought round the Horn, near Front and Washington Sts.
- First physician, Dr. Ralph Wilcox.
- First school (private) taught by Dr. Ralph Wilcox in Job McNemee's cabin at First and Taylor Sts.

- 1848 First Methodist Church organized and building begun. First pastor, the Reverend J. H. Wilbur.
- 1849 First mail arrived in U.S. Postal sacks on brig Sequin.
- First school building (frame) erected by Colonel William King near First and Oak opened by the Reverend Horace Lyman.
- First postmaster, Thomas Smith, took office November 8th; office in log cabin at Front and Washington Sts.
- 1850 First recorded Fourth of July celebration at Portland.
- First newspaper, the Weekly Oregonian, first issued December 4th by Thomas J. Dryer.
- Pioneer Fire Company organized (hand pump).
- First steam sawmill completed by W. P. Abrams and Cyrus A. Reed at foot of Jefferson St.
- First census taken by Daniel O'Neill, deputy under U.S. Marshal Joseph L. Meek, of "that place on the Willamette 12 miles below Oregon City."
- 1851 Mat K. Smith on March 22nd announced opening of first daguerreotype gallery in Dr. Baker's building near Front and Alder Sts.
- First city charter went into effect April 6; provided for mayor, recorder, treasurer, marshal, and nine councilmen.
- First municipal election held (222 votes cast); H. D. O'Bryant elected first mayor.
- First meeting of city council on April 14th.
- First Episcopal services of Trinity Church (organized by the Reverend Wm. Richmond) held on May 18th.
- First vessel direct from Orient (the brig Amazon) arrived from Whampoa, China.
- Dr. J. C. Cooper and George W. Snell opened first drugstore at Front and Washington Sts.
- First free public school opened on December 15th; John Outhouse, teacher.
- First municipal building (the city jail) constructed.
- First hotel, Columbian, opened June 5th.
- 1852 First publishing house and first magazine (Oregon Monthly Magazine) started by S. J. McCormick.

First hospital opened on April 4th by Drs. Eroy and Wilson.

First city parks (Lownsdale Squares and the Park Blocks) designated on plat of city recorded on December 9th.

1853 First labor union (Typographical Society) formed in convention at Portland on June 11, "for mutual protection and advancement of interests" of journeyman printers in Oregon and Washington territories.

First brick building erected by Ladd and Reed at Front and Stark Sts.

1854 Portland becomes county seat of the newly created Multnomah County.

First Presbyterian church organized.

1855 First Baptist Church organized May 5th, and first meeting held in school-house.

First telegraph line completed to Oregon City November 15; first message sent November 16th.

1857 First franchise granted to lay water pipe; wooden pipe laid from Caruthers Creek.

1858 The "Jefferson Guards" first military unit, organized on May 24th, at a meeting of citizens held "in the council room corner of Washington and First Sts.

1859 First iron foundry; David Monastes, builder and owner.

First bank (Ladd & Tilton) started by Wm. S. Ladd and Charles E. Tilton.

First daily paper (Portland Daily News) issued April 18th by S. A. English and Wm. B. Taylor, publishers; Alonzo Leland, editor.

First fire bell, cast steel weighing 1030 lbs. and costing \$515.15, mounted in tower at foot of Alder St.

First gas works erected under city franchise.

First Jewish congregation (Beth Israel) organized.

1860 First mailcoach from Sacramento arrived on September 15th; contract first held by California Stage Company.

1862 First numbering system for houses adopted by ordinance on September 17th.

1864 First library and reading room opened at 66 First St.; beginning of Portland public library.

1867 First woman physician, Dr. Mary Thompson.

1868 First exportation of wheat to foreign country; Joe Watt shipped cargo to Liverpool on the Helen Angier.

First large group of Chinese laborers brought to Portland on the Jennie Alice.

- 1869 First public high school classes opened.
- 1871 Portland Street Railway Company incorporated (September) and Levi Estes granted franchise to build line; first cars drawn by horses or mules.
Weather Bureau opened November 1st.
- 1875 First telegraphic fire alarm system (the Gamewell) installed February 17th.
First illustrated magazine (West Shore) launched in August by L. Samuel.
- 1877 First industrial fair held in building at First and Madison Sts.
- 1878 First telephone exchange opened with ten subscribers.
First medical college (moved from Salem) opened in building near Fourth and Morrison Sts.
- 1879 First free mail delivery; postmaster Cole; forty-four collection boxes with two pick-ups a day; five carriers.
- 1880 First incandescent lighting in P.S. Malcolm house and on O.R. & N. steamer, Columbia.
- 1883 First horse-drawn fire-fighting apparatus used.
- 1884 First electric company (United States Electric Power and Lighting Co.) incorporated, with P.F. Morey as president..
- 1885 First electric street lighting.
Boys and Girls Aid Society (first child-placing institution) organized on October 5th.
- 1887 First bridge (Morrison Street) across Willamette River opened on April 12th with formal exercises.
- 1889 First electric street-cars operated.
First long-distance transmission of electricity from Willamette Falls lights Portland streets.
- 1893 First annual rose show.
- 1895 First water from Bull Run turned into city mains on January 1st.
- 1896 First Daughters of the American Revolution Chapter organized on February 21st.
- 1897 First motion pictures exhibited in August.

- 1901 First automobile (a Locomobile) brought to city by E. Henry Wemme.
- 1905 Women's Department of Police Bureau organized by Lela G. Baldwin, first woman police officer.
- 1907 First Rose Festival opened on Thursday, June 20th.
- 1915 First Reed College commencement; class of 44 men and women.
1926. First regular airmail service between Portland and Seattle.

HISTORY OF PORTLAND, OREGON

PART I: FOUNDING

The first white habitation on the site of Portland was built before 1830 by Etienne Lucier, Astor trapper with Hunt's overland expedition in 1812 (1). His log cabin stood on the bluff on the east side of the Willamette River south of present Hawthorne Boulevard (2). He lived there only a few months, removing to French Prairie (3). Later the Hudson's Bay Company built a cabin on the east side for one Porier, a British subject employed as baker at Fort Vancouver, in which he spent his declining years (4).

William Johnson*, a crew member of the US frigate Constitution (Old Ironsides) in her August 19, 1812, battle with the British frigate Guerriere (5), was first high sheriff of the provisional government and a Champoeg Man (6). He built a cabin in 1842 for his Indian wife and their children and started farming on land which is now block 137, Caruther's Addition, bounded by Southwest Hood, Macadam, Curry and Whitaker Streets (7). He did not remain long, retiring to his 645-acre donation land claim near Champoeg (6).

Coming ashore in November, 1843, on the west side with Asa Lawrence Lovejoy**, William Overton (Tennessee to Oregon 1841) claimed 640 acres

* b. England 1784; d. near Champoeg 1850; (Scott, Hist. of the Ore. Country, v. 2, p. 225)

** b. Groton, Mass., March 14, 1808; d. Portland, Oregon, Sept. 10, 1882—
to Oregon 1842, again 1843; (Ibid: p. 319)

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nine miles above the confluence of the Willamette with the Columbia River (8). Half interest in his claim he transferred to Lovejoy for the filing fees (10).

James B. Stephens* declined opportunity to pay \$200 to Overton for his remaining interest in the west side claim (11). In 1844 the owner sold it for \$50 (12) to Francis Pettygrove**.

Lovejoy, having noted the river depth where he and Overton landed, considered this place ideal for an inland seaport. In the winter of 1844 he and Pettygrove cleared a small area along the river bank near present Southwest Front Avenue and Washington Street, where they built a small log cabin. They flipped a copper cent at a family dinner party in Oregon City — Pettygrove won, and Portland became the name of the proposed town. Lovejoy wanted Boston, for his former home town in Massachusetts (9).

Thomas Brown surveyed the claim for Lovejoy in 1845, and laid out a street approximately paralleling the river, leaving an irregularly shaped tract between the street and river for a public levee. The street was named Water Street, now Southwest Front Avenue. Pettygrove later denied that he and Lovejoy had given the river front for a public levee, and this resulted in litigation for many years (13).

Lovejoy, who became mayor of Oregon City and later chief justice of the territory, sold his half of the claim in November 1845 to

* b. Washington County, Pa., Nov. 19, 1806; d. Portland, Ore., March 22, 1889—to Oregon 1845 (Ore. Hist. Quart., v. 31, p. 353, footnote)

** b. Calais, Maine, 1812; d. Port Townsend, Wash., Oct. 5, 1887—to Oregon by sea 1843 (Seott, Hist. of the Ore. Country, v. 2, p. 319)

Benjamin Stark (14)*. Daniel Lownsdale** on his arrival took the King donation land claim west of the city (15). He purchased Pettygrove's interest in the townsite during Stark's absence in 1848, claiming ownership of the whole since title had been registered in Pettygrove's name. He sold his entire interest in the townsite claim to Stephen Coffin*** in 1849, immediately repurchasing half of it with Coffin's agreement to apply for a patent from the US Government. Coffin's deed reserved the rights of all persons who had purchased lots from Pettygrove (14). Following the December 1849 sale to William Williams Chapman**** of a third interest in the townsite by Lownsdale and Coffin (14), Stark returned in the spring of 1850 and asserted his right in the property. A division was made, with Stark taking the northern and Lownsdale the southern half of the claim. The general land office in 1858 confirmed the claims of Stark, Chapman and Coffin (14). And finally, on January 11, 1862, Judge Matthew P. Deady of the US District Court decided that there was no proof that the levee had been dedicated to public use (16).

Captain John H. Couch*****, master of the ship Maryland, who set out

* b. New Orleans, La., June 26, 1820; d. New London, Conn., Oct. 10, 1898-
to Oregon 1845 (Scott, Hist. of the Ore. Country, v. 2, pp. 318-19)

** b. Mason County, Ky., April 8, 1803; d. Portland, Ore., May 4, 1862-
to Oregon 1845 (Ibid, p. 239)

*** b. Maine, 1807; d. Dayton, Ore., March 16, 1882 (Ibid, p. 200)

**** b. Clarksburg, Va., Aug. 11, 1808; d. Portland, Ore., Oct. 18, 1892-
to Oregon 1847 (Scott, Hist. of the Ore. Country, v. 1, p. 104)

***** b. Newburyport, Mass., Feb. 21, 1811; d. Portland, Ore., Jan. 19,
1870 (Ibid, p. 301)

from Newburyport, Mass., in 1840, to attempt establishment of a salmon fishery in the Oregon Country for the wealthy Cushing family (17), saw the possibilities of the Portland site as a shipping and commercial port. He returned in 1842 with a stock of goods for Oregon City, and again in 1848 with merchandise which he stored and sold at Portland. He selected a land claim adjoining the Portland claim on the north. Widely known in maritime circles and with judgment much respected by shipmasters of all nations, Couch did more than any other individual to draw shipping and people to the new town (17).

Samuel A. Clark*, editorial writer on the Oregonian (23), with 144 other citizens petitioned the legislature December 4, 1850, to incorporate Portland, which was effected January 23, 1851 (19).

Lownsdale had John Brady survey the town and draft a plat in 1850, which was officially adopted by the city council in 1852 (20). The original city corporation embraced in its boundaries only the Overton-Lovejoy Portland Claim and the claim of John H. Couch (21).

On April 7, 1851, a total of 222 votes was cast in the election which accepted the articles of incorporation and chose the city's first body of officers. The first mayor (21) was Hugh D. O'Bryant**, a carpenter (22) and a native of Georgia (23). In addition to the office of mayor, the charter provided for the popular election of a recorder, a treasurer, an assessor, and nine councilmen. At this first election, however, only a recorder and five councilmen were elected: W. S. Caldwell (24) recorder; and

* b. Cuba, March 7, 1827; d. Salem, Ore., Aug. 20, 1909 - to Oregon 1850 (Scott, Hist. of the Ore. Country, v. 5, p. 97)

** To Oregon 1843 (Lockley, Hist. of the Columbia River Valley, v. 1, p. 516)

councilmen Robert R. Thompson (25); Shubrick Norris (26); George A. Barnes*, merchant; Thomas G. Robinson; and L. B. Hastings (27). The council held its first meeting on April 14, 1851, (21) in the home of Councilman Robinson (23), with the first order of business being the appointment of a city marshal. Hiram Wilbur was chosen for the position (21). The city government thus begun was the first separate unit of government set up within the area now constituting Multnomah County. Portland became the seat of Multnomah County in 1854 when it was established (28).

Growth of Portland was confined to the west side of the Willamette during the first forty years. Several separate towns developed gradually on the east side of the river (29).

James B. Stephens in 1845 bought Porier's claim from the deceased owner's administrator, Dr. John McLoughlin, for \$200. His townsite of East Portland, laid out in 1850-51, extended from A Street (NE Glisan) to U Street (SE Hawthorne) and from the river to East First Street. He filed his first town plat in 1861 (4) and incorporated the town in 1870 (30).

Joseph Delay gained title to a donation land claim in a dispute with James L. Loring, then sold it to W. W. Page**; Edwin Russell, one-time manager of the Bank of British Columbia at Portland; and George H. Williams***, US Senator 1865-71 and attorney-general under President U. S. Grant (32). They laid out a townsite which Russell named Albina for Page's daughter, Albina G. Page. They in turn sold to William Reid and J. B. Montgomery, noted railroad builders. Settlement began in 1874 (31), with incorporation

* To Oregon 1848 - d. Olympia, Wash., Nov. 29, 1912, aged 91 years (Scott, Hist. of the Ore. Country, v. 2, p. 248)

** b. Westmoreland County, Va., Dec. 4, 1838; d. Portland, Ore., April 12, 1897 - to Oregon 1857 (Ibid, p. 312)

*** b. New Lebanon, N.Y., March 26, 1823; d. Portland, Ore., April 4, 1910 - to Oregon 1853 (Gaston, Portland, Its Hist. and Builders, v. 2, pp. 10-15)

in 1887 (33).

James John, a hermit and recluse known familiarly as "Old Jimmy John" and "Saint John," who came to Oregon in 1843 via California, settled first at Linnton then crossed to the site which for him came to be known as St. Johns (34). The village was incorporated in 1903 (35).

Gideon Tibbetts* took up a donation land claim and laid out the town of Brooklyn and Tibbetts Addition to East Portland, just south of what is now Southeast Division Street (36).

The Reverend John Sellwood**, an Oxford graduate and an Episcopal clergyman (37), took a donation land claim at the site of present Sellwood (38). The name was first applied about 1882 (39). Incorporation came in 1887 (40).

Oliver P. Lent*** located on a 190-acre claim in the Mount Scott region where he built a sawmill. The village of Lents was named for him (31).

Plympton Kelly was a son of Reverend Clinton Kelly****. Fascinated by an account of the Battle of Esdraelon, fought by Napoleon's army with the Moslems near Mount Tabor in the Holy Land, young Kelly named the east side eminence Mount Tabor (41). Urban East Hicks*****, a printer and publisher,

* b. Bangor, Maine, 1808; d. East Portland, Ore., Aug. 5, 1887 - to Oregon 1847 (Oregonian, Aug. 6, 1887)

** b. St. Keverne, Cornwall, England, May 6, 1806; d. Portland, Ore., Aug. 27, 1892 - to Oregon via Panama 1856 (Stoy: In Memoriam)

*** b. near Marietta, Ohio, Aug. 31, 1830; d. Mount Tabor, Portland, Oregon, April 22, 1899 - to Oregon 1852 (Scott, Hist. of the Ore. Country, v.2, p.318)

**** Kentucky to Oregon 1848 (Scott, Hist. of the Ore. Country, v.2, p.279)

***** b. Boone County, Mo., May 14, 1828; d. Orting, Wash., March 14, 1905 - Oregon 1852 (Ibid, pp. 254-5)

located a claim on the north slope of Mount Tabor in 1852, where for a time he taught school (42). Mount Tabor Villa was platted June 11, 1889 and the name by common consent was shortened to Montavilla (43).

Linnton was laid out in 1843-4 by Morton Matthew McCarver (44)*, later speaker of the territorial legislative committee and commissary general in the Rogue River Indian Wars (45); and Peter Hardeman Burnett**, a lawyer (46), later first American governor of California (44). The village was incorporated in 1910 (47).

On an old map of Portland published in 1868 (48) the area of the original Portland claim is indicated as being owned by Stephen Coffin, W. W. Chapman, M. F. Chapman, Daniel H. Lownsdale, Nancy Lownsdale, and Benjamin Stark. Property divisions marked are as follows: to the north, Couch's Addition, and beyond it land of William Blackstone, unplatted; to the west, Carter's Addition, with land of A. N. King unplatted; to the south, Caruther's Addition, with land of P. A. Marquam, F. A. Hoffman, Len Anderson, and C. Hammell unplatted. East Portland is shown as the claim of James B. Stephens, with Wheeler Addition and McMillan Addition to the north, and the town of Brooklyn about a mile south of Stephen's claim.

At the election of June 2, 1891 (49) the citizens of Portland and of the respective municipalities voted for the annexation of Albina and East Portland. Annexation of Sellwood in February 1893 necessitated legislation moving the county line south and east at this point in order that Multnomah

* b. Kentucky, Jan. 14, 1807; d. Tacoma, Wash., April 17, 1875 - to Oregon 1843 (Ibid, p. 233)

** b. Nashville, Tenn., Nov. 15, 1807; d. San Francisco, Calif., May 16, 1895 - to Oregon 1843 (Ibid, p. 17)

1. The first part of the document is a letter from the Secretary of the State to the Governor, dated 18th March 1877. It contains a report on the progress of the work done during the year.

2. The second part is a report on the work done during the year, dated 18th March 1877. It contains a detailed account of the work done during the year, and a list of the names of the persons who have been employed during the year.

3. The third part is a report on the work done during the year, dated 18th March 1877. It contains a detailed account of the work done during the year, and a list of the names of the persons who have been employed during the year.

4. The fourth part is a report on the work done during the year, dated 18th March 1877. It contains a detailed account of the work done during the year, and a list of the names of the persons who have been employed during the year.

5. The fifth part is a report on the work done during the year, dated 18th March 1877. It contains a detailed account of the work done during the year, and a list of the names of the persons who have been employed during the year.

6. The sixth part is a report on the work done during the year, dated 18th March 1877. It contains a detailed account of the work done during the year, and a list of the names of the persons who have been employed during the year.

County might embrace the entire suburb (50). Lents became a part of Portland in 1912 (51) and St. Johns and Linnton were annexed by election on June 7, 1915 (52).

PART II: DEVELOPMENT

Lovejoy saw the Tualatin Plains as the granary of the young Oregon Country. To induce farmers to bring their produce to Portland instead of to Linnton, Cazeno, or other budding river towns, in 1846 a crude wagon road was cleared and graded over the hills behind the town. This later was designated by the provisional legislature as the "territorial road from Portland to Marysville" and improved. In 1848-49 Daniel Lownsdale and others built the Canyon Road (53); in 1851 it was planked (54).

In 1845 Lownsdale built a tannery where the Multnomah Stadium is now situated (55-56), and the following year John L. Morrison built for Pettygrove the first frame house in the city on the street now named for the builder (57). In 1846 Captain Couch chose Portland as the terminus for his shipping and mercantile business and the future stability of the embryo city was assured.

The population increased and the town developed into a center of commercial activity (58). Lieutenant Neil M. Howison (59), who visited Oregon in 1846, found the appearance of Portland more promising than that of the rival town of Linnton: "Twelve or fifteen new houses are already occupied, and others building; and with a population of more than sixty souls, the heads of families generally industrious mechanics, its prospects of increase are favorable" (60).

Captain Nathaniel Crosby in the brig Toulon came in 1847, bringing with him the knocked-down parts of his Maine house (61), which Morrison rebuilt

for him on Second Street (62), later removed to SW Fourth Avenue (57).

Captain Newell sailed the schooner Honolulu up to Portland in August 1848, hastily loaded aboard all available food and tools, then let it be known that gold was to be had for the taking in the Sierra foothills of California (63). Men abandoned homes, jobs, and ships (64). In midsummer 1849, only three men remained in Portland; Daniel H. Lowmsdale, Colonel William King, and a Mr. Warren. There were only women and children to serve stores and commission houses when settlers' wives and children drove their oxen or rowed their boats into town to trade (65).

Gold brought by returning men provided a much needed currency. Prices were high for several years; in 1852 flour sold at \$12 per hundred pounds, eggs at 75c and \$1 per dozen, and wash tubs \$5 each (66). Of great value to Portland was the rapid growth of California's population, which created markets for Oregon products and goods thousands of miles nearer than any previous market (67). The census of 1850 listed 821 persons within the area incorporated a year later (68).

Activity stimulated by the building and launching of the river steamer Lot Whitcomb at Milwaukie on Christmas Day, 1850, was a further aid in the town's bid for supremacy in the Northwest. Jealous of its maritime foothold, Portland bestirred itself during the building of the Whitcomb. Headed by Stephen Coffin, a group of Portland businessmen bought controlling interest in the ocean steamer Gold Hunter, which provided direct connection between Portland and San Francisco (69).

More roads were needed for bringing in cargo to visiting ships. The Portland and Valley Plank Road Company was chartered by the legislature on July 30, 1851. Stephen Coffin contracted to lay planks on the road. The first plank was laid with pomp and circumstance, September 27, 1851, (70) on

Jefferson Street near the site of the Art Museum. The first ten miles of planks were laid up through the Canyon by November 1851, under the direction of Major Tucker of Fort Vancouver as road engineer. By April 1852, \$14,593 had been expended on this road (54).

James B. Stephens was authorized by the Territorial Court in August 1846 to "work out a road" from his claim to Oregon City along the east side of the Willamette (71). Stephens' improvements consisted chiefly in clearing away brush so that wagons might wind their way around the stumps and trees (72).

Roads were developed by widening to wagon-width the trails opened by new settlers to their claims. The Multnomah County Commissioners on July 2, 1855, were petitioned by John Switzler for payment for a bridge he had built on the route from Portland to the Columbia ferry (73). A road was built along the Willamette to Sauvie Island in 1852 and another opened to Corvallis in 1856 via the Taylor Ferry Road (74). Routes were "viewed out" in 1855 for prospective roads from Portland to Powell Valley and Sandy River. The old town map of Portland dating from 1868 shows six roads leading out from Portland to all points of the compass (48).

The first United States post office was established on November 8, 1849, in the home of the first postmaster, Thomas Smith, at Southwest Front Avenue and Washington Street, opposite Pettygrove's store (75). Steamer deliveries were delayed, however, possibly because of the general disruption caused by the California gold rush; and authorities differ as to the exact date of the first official receipt of mail to Oregon from outside the Territory. According to Lockloy there were no deliveries during the entire year of 1849, the first mail, which came by the brig Sequin from San Francisco, arriving at the new post office on January 26, 1850 (75); Lewis and Dryden in their Marine History indicate that this event occurred in 1849 (76). In June, 1850 the

steamship Carolina began carrying the mail between Portland and San Francisco. It was not until the new Columbia, completed at Astoria just before the close of that year, commenced service between Astoria and Portland in March, 1851, that Portland had a regular monthly mail service (77). E. B. Comfort was Portland's postmaster in 1852 when the steamer Lot Whitcomb took over the Portland-Astoria mail service (78). The Portland post office was of third class from its establishment to 1856, when it became second class. It was elevated to first class in 1880. It was located consecutively in twelve different stores and the Masonic Temple until October 1, 1875, when it was removed to the completed structure in the block bounded by Fifth, Sixth, Morrison, and Yamhill streets, now known as the Old Post Office (79).

The burning of the old steam sawmill at the foot of Jefferson Street in 1853 led to the formation and equipment of a volunteer fire company in 1854, with H. W. Davis as Chief and Shubrick Norris as assistant. A steel alarm bell was bought in 1859 and placed in a tower on the levee. The Portland Fire Department was created as a voluntary organization by legislative act in 1860. It consisted of four engine companies and one hook and ladder company. It was re-organized in 1882 with regularly paid members and with H. D. Morgan as Chief. In 1888 the department had 123 hydrants and 71 cisterns, with two hose companies, four engine companies and two hook and ladder companies (80).

The first charter authorized the city to build and operate water works. A water company was formed and a water works erected in 1851, the water supply coming from springs in the hills west of town. Eventually the wooden works were replaced by a reservoir of brick and stone on SW Fourth Street. As the city grew the springs were found inadequate. Water was then drawn from the Willamette River, which was not always satisfactory. A new reservoir was built on SW Lincoln and Seventh Streets. Operation by a privately-owned

company came into disfavor and in 1887 the city acquired the works (81). The Palatine Hill plant was operated until Bull Run water entered the city mains on January 1, 1895 (82).

Within two months after the first city ordinance provided for a marshal, the council requested estimates on a log jail. A one-story building of hewn logs, 16 by 25 feet, was erected. One of the first arrests after the city's incorporation was that of one O. Travailott for riding "at a furious rate of speed through the Streets of the City of Portland to endanger life and property" (83).

As the marshal's duties became too great for his personal attention, deputies were appointed by him or by the council. By the Act of 1872 a regular police system was inaugurated. The office of marshal was abolished and a board of three police commissioners, responsible directly to the people, was created. The first police commissioners were A. B. Halleck, president, W. P. Burke and Eugene Semplo. J. H. Lappeus was appointed police chief, with J. R. Wiley first captain assisted by ten regular and five special police officers (84).

Dr. Robert Bruce and Dr. L. C. Broy established the first hospital in 1852 at the corner of SW Front and Yamhill Streets (85). The next was St. Vincent's, founded by Reverend J. F. Fierens and the St. Vincent de Paul Society in July 1875 on Eleventh between M and N Streets. It was removed in 1890 to its present site on NW Westover Street (86). Good Samaritan Hospital was founded by Right Reverend B. Wistar Morris, Episcopal Bishop of Oregon, and opened in October, 1875, at Twenty-first and L Streets (87). Portland Hospital, a Methodist institution, was founded 1888 at D and Third Streets, being removed 1890 to its present site on SE Harney Street (87).

The US customs house was built in 1870, the armory for militia in

1887-88. The Portland Mechanics Pavilion, erected in 1879 where the present Municipal Auditorium is situated at SW Third and Clay Streets, was razed in 1903 (88). The City Hall on SW Fourth Street was begun in 1890 with Wm. M. Whidden as architect; it was occupied in 1892 (89).

William S. Ladd, who with Charles E. Tilton began in the mercantile business in 1852, erected the city's first brick building in 1853 at what is now 105 SW Front Street (90). Josiah Failing opened a mercantile business (90), while Charles B. Pillow and Clark Drew had a music store, in 1851 (91). Arthur H. Johnson and Richard S. Perkins were the leading meat dealers in 1852. George L. Story, who came to Portland in 1851, opened a drug store (92). H. C. Leonard and John Green, who had a wholesale business in 1853, established the gas works at Portland in 1859 (93). Alexander P. Ankeny in 1871-72 erected a building on First Street, in which he opened the New Market Theatre on March 24, 1875, with James A. Herne in "Rip Van Winkle" (94).

Hugh D. O'Bryant, who became Portland's first mayor in 1850, fitted up a room at the northwest corner of Front and Alder streets opposite the Oregonian office, where he and some friends deposited a number of books and newspapers, thus establishing the first public library in Portland (95). The library group thus started continued to 1856. The Library Association of Portland was organized in 1864, the original donation fund for the library being \$2,611.50. A library building was constructed at the corner of SW Broadway and Stark streets in 1890-92. It was razed in 1913, when the present Central Library building in the block bounded by 10th, 11th, Yamhill and Taylor streets, erected by the county, was finished (96). At that time the entire Library collection numbered nearly 170,000 volumes (97); in October 1940 it numbered 672,846 volumes deposited in the Central Library and its sixteen branches throughout the city (98).

Portland streets were well-nigh impassable in wet weather in 1851, when stumps on Front Street were whitewashed so people would not run into them in the dark (99). Planks were laid on some blocks. A macadam road was built in 1858 to the Red House three miles south of Portland. In 1865 Nicholson pavement was laid on Front and First streets, while just prior to 1890 Belgian basalt blocks, quarried near St. Helens, were laid on some streets. In that year, bituminous rock pavement was laid on Washington Street. In 1885 the city had $52\frac{1}{2}$ miles of improved streets; 30 miles macadam, 3 miles basalt blocks, $3\frac{1}{4}$ miles planks, and $16\frac{1}{4}$ miles graded only. There were 100 miles of sidewalks (100).

The first streetcar tracks were laid in 1872 on First Street from the railroad station at the foot of F Street to near Jefferson Street. Four street railway companies were operating in 1888 (101).

Transportation between the east and west sides of the Willamette River began very early. A licensed ferry was operated by James B. Stephens in 1846 between his home on the east bank of the river and Portland (102). Rates of ferriage ranged from \$1.50 for a wagon with 1 pair of horses or oxen, to $6\frac{1}{4}\phi$ for 100 pounds freight not in a wagon. After establishment of Multnomah County, the Commissioners approved the following rates for Stephens' ferry: foot passengers 10 ϕ ; person and horse 25 ϕ ; wagon and pair of animals 62 $\frac{1}{2}\phi$; cart or buggy and one animal 50 ϕ . Stephens was ordered to pay into the county treasury \$10 yearly tax (103). He operated for a number of years, when he sold to Joseph Knott. This became Portland's well-known Stark Street Ferry (104).

Ferries continued to provide transportation across the river during the early years of the city's existence. Growth from a small village some two square miles in extent to a metropolis which today straddles the river and

embraces an area of 66.86 square miles (51) made necessary more convenient transportation than the ferries could provide. The Stark Street, Albina, Columbia River, Sellwood, and St. Johns ferries were replaced by bridges. Several of these were originally operated as toll bridges or were maintained largely by the city (105).

PART III: RELIGION

The Reverend James H. Wilbur, Methodist Episcopal missionary, arrived in Portland in June 1847 and the following year organized the first congregation in Portland. The first Methodist Conference held in Oregon assigned him to the Portland-Oregon City circuit. In 1850 he directed the building of the first church, a wooden structure on SW Taylor near Second Avenue. The Taylor Street Church was incorporated on January 26, 1853 (106). The Portland district of the Methodist Church was set up in 1867 with J. F. Devore as presiding elder. Bishop Earl Cranston established residence in Portland in 1896. Bishop James Henry Straughn was assigned in 1939 (107). In 1940 the church had 28 congregations within Portland city limits (108).

Congregational services, with the Reverend George H. Atkinson officiating, were conducted at Portland through June, 1849 in a log house used also as a shingle factory. In November of that year the Reverend Horace Lyman began clearing a site on SW Second Avenue where he built his house and a church. The First Congregational Church with ten members was organized and the edifice dedicated on June 15, 1851. The Reverend Mr. Atkinson succeeded to the pastorate in 1863, maintaining the position some ten years (109). The church in 1940 had 13 congregations in Portland (110).

Under supervision of Reverend Father James Croke, a movement for the construction of a Roman Catholic church in Portland began in the autumn of

1851. The finished structure was dedicated on February 22, 1852, by Archbishop Francis N. Blanchet. The building was removed in 1854 to SW Third Avenue and Stark Street. In 1862 the archbishop's residence was removed from Oregon City to Portland, and in 1928 by papal decree the administrative title was established as Archdiocese of Portland in Oregon (111). There were in 1940 a cathedral and 29 parish churches in Portland (112).

The First Presbyterian Church in Portland was organized in 1854 with the Reverend J. L. Yantis in charge. George F. Whitworth took charge within a few months. On his removal to Washington the church became disorganized. Reverend P. S. Caffrey preached his first sermon in the courthouse on June 15, 1860, in an effort to re-establish the church. A church building was completed in 1864 at SW Third Avenue and Washington Street (113). There are at present 23 Presbyterian churches in Portland (114).

Hezekiah Johnson gathered a Baptist congregation in Portland during the early 1850's, but not until June, 1860, did Samuel Cornelius, a resident Baptist missionary, arrive in Portland. The first Baptist church building was occupied by January 5, 1862 (115). In 1940 there were 22 Baptist Churches in Portland (116).

The first missionary of the Protestant Episcopal Church, the Reverend St. Michael Fackler, came to Champoege in 1847. His child was baptized in May, 1851, at the Methodist Church in Portland, the celebrant being the newly-arrived Reverend William Richmond from St. Bartholomew's Episcopal Parish in New York. Mr. Richmond's next official act was to organize Trinity Parish in Portland, the first Episcopal congregation in Oregon. The Right Reverend Thomas Fielding Scott of the diocese of Georgia was elected bishop of Oregon and Washington in October 1853, and arrived in Portland on April 19, 1854 (117). Trinity Church was consecrated September 24, 1854, a few months after the arrival of Bishop

Scott, who continued to be bishop of this diocese until his death in 1867 (118).

There are at present 13 Episcopal churches in Portland (119).

The Evangelical Lutherans organized a church in Portland in 1867, under direction of A. Myers of the general synod. A church structure was erected in 1869, the first Lutheran church in Oregon. There are at present 24 Lutheran churches in Multnomah County (120).

The First Unitarian Church of Portland, first of the denomination in Oregon, was incorporated in 1865 by Thomas Frazier, E. D. Shattuck, and R. R. Thompson. Its first pastor was Thomas Lamb Eliot, present pastor emeritus being his son, Thomas Lamb Eliot, Jr. (121).

The Apostolic Faith Mission has its world headquarters in Portland. The Church of Christ, Scientist; the Seventh Day Adventist; the United Brethren; the Disciples of Christ; the Friends; and the Church of Jesus Christ of Latter Day Saints are among the more recent and flourishing denominations in the Portland field (122).

The first Jewish congregation in Portland, Beth Israel, was organized in 1859. There are now eight Jewish congregations in the city (123).

PART IV: EDUCATION

The earliest schools in Portland were small private institutions. The public school system did not develop until a sufficient tax base evolved through increase in population.

Dr. Ralph Wilcox*, a graduate of Geneva Medical College (124), opened the first school in the fall of 1847 in Job McNomoc's log cabin at SW First

* b. Ontario County, N. Y., July 9, 1818; d. Portland, Ore., April 18, 1877 - to Oregon 1845 (Scott, Hist. of the Ore. County, v. 2, pp. 241, 242)

Avenue and Taylor Street (125). The school continued for three months (126), when Wilcox was appointed county judge of Tuality County (124). In May, 1848, Miss Julia Carter, later wife of Congressman Joseph S. Smith, opened a school (127) in a log cabin on the corner of SW Second Avenue and Stark Street. She had 35 pupils and continued for one quarter only. Her school was followed during the winter of 1848-49 by one conducted by Aaron J. Hyde in the "cooper shop," a building constructed in 1847 one block north of the McNemee cabin, on SW Front Avenue. It was variously used as a public hall, a Christian sanctuary, a Sunday school, and a day school (128).

Horace Lyman* in December, 1849 opened his classes in "the schoolhouse," constructed by Colonel William King on the west side of SW First Avenue near Oak Street. This building was erected for school and church use. Lyman reported 40 pupils (128).

The next attempt at school teaching (129) was that of Cyrus A. Reed, an organizer (in 1855) of the Pacific Telegraph Company (130), who conducted classes in the schoolhouse in April, 1850, with 62 pupils. The usual tuition rate was \$10 a term. Reed's school lasted but three months, and was followed in August by another taught by Delos Jefferson, and in December by another under the Reverend Nehemiah Doane (128).

A public school system supported by general taxation was authorized by a legislative act of September 5, 1849, of which George H. Atkinson, Portland Congregational pastor, was author (127). The first school books to arrive in Portland were brought by him (131).

In the same old schoolhouse, on December 15, 1851, John T. Outhouse, 22 years of age, began teaching the first tax-supported free public school in Portland. Announcement of school opening stated that "Saunders Readers and Spellers, Goodrich's Geography, Thompson's Arithmetic, and Bullion's

* b. Easthampton, Mass., Nov. 16, 1815; d. Forest Grove, Ore., March 31, 1887 - to Oregon from Connecticut 1849 (Scott, op. cit., v. 1, p. 318)

Grammar" would be used as texts. Twenty pupils were enrolled. This first public school was organized by directors Reuben P. Boise, Alonzo Leland, and Anthony L. Davis (132).

Taxes voted for the purpose together with \$800 from the county school fund, covered cost of operation of this school (128). The teacher received \$100 a month as salary, supplementing this income by laying sidewalks, helping unload ships in the harbor, and other tasks. The school attracted wide attention. Pupils came from as far distant as Astoria (133). On the first Friday of November, citizens voted to raise \$1,600 by taxation to obtain funds for the second year (134):

Increase in attendance necessitated the hiring of an additional teacher in 1852. The school was divided into two units, Mr. Outhouse teaching the advanced pupils in the old schoolhouse, Miss Abigail M. Clarke teaching the younger children in a building on SW First Avenue. Outhouse continued his classes until March, 1853. Miss Clarke, who received only \$75 a month, taught her unit until late in the summer of the same year. There was no further attempt to conduct free education for two years (128).

Horace Lyman, and later J. M. Keeler, supervised early Portland schools. In March, 1855, the city was divided into two school districts with SW Morrison street the dividing line. A school was opened in each of the districts in the fall of 1855, with J. M. Keeler teaching the south district and Sylvester Pennoyer, later governor of Oregon, teaching the north. With the closing of these two schools, enthusiasm died for both district experiments.

No public school was opened thereafter until the completion of the Central school, constructed at Southwest Sixth Avenue and Morrison Street during 1857-58. School began in this building on Monday May 17, 1858, with L. L. Terwilliger as principal and teacher of the intermediate section; the

two other teachers were Mrs. Mary J. Hensill and Owen Connelly. The total registration was 280 pupils (126).

The decade of 1859 to 1869 saw the development of the grade school system with full courses offered for primary, intermediate, and upper grades. In 1869 there were five public schools. The population numbered 9,000 persons, of whom 870 were pupils in the public schools.

Portland High School was opened in two rooms of the North School on Monday, April 26, 1869, with 45 pupils. The principal was J. W. Johnson, A. M., later the first president of the University of Oregon. The high school was housed in several different grade school buildings until 1885, when the Portland High School building was completed at SW Fourteenth Avenue and Morrison Street (135).

In 1869-70, there was an enrollment of 211 pupils in the Portland Seminary and Female Academy, the Methodist school founded through efforts of the Reverend James H. Wilbur in 1851 (136). There were 250 enrolled at St. Mary's Academy founded in 1859 (137). St. Helen's Hall had over 100 students in 1870 while the Bishop Scott Grammar School, both founded by the Episcopal Church, had some 80 pupils in 1872 (138). The business college and other private schools enrolled about 180 more. Portland had at the beginning of the 1870's close to 850 children enrolled in private and denominational schools and about 915 attending the public schools (139). In the spring of 1941, Portland had 25,559 elementary and 11,713 high school students (140).

Portland University, opened by the Methodists on September 23, 1891, in temporary quarters, occupied its first building, West Hall, on what is now Willamette Blvd., in the spring of 1892. An attempt was made in October 1898 to consolidate with the College of Puget Sound in Tacoma, Washington, but this experiment did not prove successful. Having to remove from West Hall

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because of legal difficulties, in June 1899 the school took up quarters in the old Portland Hospital Building at East 30th and Stark Streets, but was discontinued in April 1900. Purchased by the Roman Catholic diocese, the campus at West Hall was occupied by Columbia University in 1901. Administration passed to the Congregation of the Holy Cross in 1902. The name Columbia was changed to University of Portland in 1935. The college conducts a school of nursing in connection with St. Vincent's Hospital (141).

Reed College, named for its principal benefactors Mr. and Mrs. Simeon G. Reed, opened in 1911 as a co-educational college of arts and sciences. The college graduated 1,031 students during its first 25 years (142).

An accredited junior college department was opened at St. Helon's Hall in 1932. Removed to Portland from Milwaukie in 1869 where it was founded by the Protestant Episcopal Diocese of Oregon in 1866, the school conducts a college of nursing in connection with Good Samaritan Hospital (143).

Oregon Institute of Technology, of which Multnomah College is the Collegiate division, had its origin in the college preparatory, vocational, and adult evening classes opened by the Portland Young Men's Christian Association as early as 1884. In 1920 the institute was granted a university charter. At that time a degree-granting college of engineering was opened. In 1931, following a survey of needs for additional higher educational facilities in the city, a co-educational junior college was established. In March 1937 the board of managers of the institute decided to discontinue the college of engineering and to name the junior college "Multnomah" (144). Aeronautical work was continued, the motors work being conducted in the college shop at SW Fifteenth Avenue and Taylor Street, and the ground work and flying at Swan Island and Beaverton airports (145).

Albany College until 1939 had its main campus in Albany where, in 1867,

their plans was to make arrangements for establishing a newspaper at Portland.

They were in San Francisco on July 4, 1850. About that date, Mr. Coffin happened to meet Thomas J. Dryer, a native of Ulster County, New York, who had recently arrived in California. Dryer had worked on the country press in his state and was a vigorous rather than a polished writer. He had brought with him to California a hand-printing press and a small lot of printing material, and was looking for a place where he might start a newspaper. Coffin introduced him to Chapman and the two explained to him that they desired a newspaper at Portland. Dryer at once consented to come to Portland. Chapman it was who gave to the new sheet the name Oregonian.

Press and materials arrived at Portland in November, 1850. Chapman and Coffin assisted Dryer in furnishing a publication office in a shack at the northwest corner of Front and Morrison Streets. They sat up all the night before the issue of the first number. The paper was a four-page sheet, six columns to the page, and was to be published weekly. On the morning of December 4, 1850, the first number was delivered through the town by Arthur and Thomas, sons of Chapman, and by Henry Hill, later a compositor for the Oregonian for 39 years (151). The Oregonian is today the oldest surviving newspaper west of Iowa and Missouri, with the exception of the Deseret News at Salt Lake City (152).

Dryer was editor until 1861. In that year Henry L. Pittock*, who came to Oregon in October, 1853, and began work as a typesetter on the Oregonian in November, took over management of the paper, assumed its debts, and on February 4, 1861 began publication of the daily Morning Oregonian.

Two daily papers already were being published in the town, the Advertiser and the Times, catering to a population of only 3,000 persons. The Advertiser

* b. London, England, March 1, 1836; d. Portland, Ore., Jan. 28, 1919.
(Scott, Hist. of the Oregon Country, v. 1, p. 108)

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was suppressed in 1862 for utterances against the war policy. The Times, which as the Oregon Weekly Times had succeeded the Western Star of Milwaukie when it moved to Portland in 1851, continued publication until 1864 (153).

Newspapers of the early day took strong stands on political questions and were expected to be partisan organs. Of the three most influential editors in the 1850's, none was more adept than Dryer in the firing of editorial broadsides full of invective and satire.

News from the outside world came to Portland in the 1850's by boat from San Francisco. In 1858 a telegraph operated between Sacramento and Yreka, but inasmuch as Oregon's one wire service, built between Portland and Corvallis in 1856, shortly fell into disrepair, the town depended upon the stage service for its news. The distance of 400 miles between Yreka and Portland was covered by stages in four and a half days. In 1864 Oregon and California were connected by telegraph but the high rate of charge for news dispatches not only kept all newspapers in debt but also contributed in great part to the failure of many of Portland's early newspapers. In addition to this the Oregonian's vigorous support of the Federal cause in the Civil War crisis aided it to outstrip its rivals. From 1865 until his death in 1910, with the exception of the five years he acted as collector of customs in Portland, Harvey W. Scott* was editor of the Oregonian (154).

H. L. Pittock founded the Portland Telegram on April 16, 1877. Shortly thereafter the ownership of the paper was placed in the hands of a corporation of Portland business men, but during the early years its policy continued to be influenced by the Oregonian. The Portland News, a member of the Scripps-Howard national chain of newspapers, was founded as the East Side News on September 24,

* b. near Peoria, Ill., Feb. 1, 1838; d. Portland, Ore., Aug. 7, 1910 - to Oregon 1852; (Scott, Hist. of the Ore. Country, v. 1, pp. 5, 6)

1906; the latter bought the Portland News in 1931, the combined News-Telegram suspending publication on August 21, 1939 (155).

The Oregon Journal had its beginning in a campaign paper called the Portland Evening Journal started by A. D. Bowen and first issued on March 10, 1902. Sam Jackson, successful Pendleton publisher who was publishing the East Oregonian of that city, bought the Evening Journal on July 23, 1902 and named it the Oregon Journal. Jackson made the Journal into a successful and influential paper (156).

The Catholic Sentinel, a weekly paper first issued in Portland in 1870, has been published ever since. Its files form a valuable record of Catholic Church history in Oregon (157).

Periodicals of various types and dates of publication flourish in Portland, but of the more than 30 newspapers that have been launched in the city, only the Oregonian and the Oregon Journal survive (158).

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